

SECRET

9 May 1955

MEMORANDUM FOR: Chief, SR

SUBJECT : Current Status of AECOB Exfiltration Plan

1. The status of our REDSOX agents in the Latvian SSR remains the same. Communications have been maintained and the safety signals contained in the traffic received still show every evidence of freedom from control. The money available for their use, however, is being depleted and it is estimated that by early fall 1955 their funds will be exhausted.

2. During the current solar phase there is no longer sufficient darkness available in order to conduct the mission successfully using an L-20 from Gottland. It has been estimated by AMD that the necessary number of hours of darkness will not be available until after 11 August. Although the pilot currently in training has not yet attained the desired level of proficiency, it is the considered opinion of AMD that he will be fully qualified in ample time to be available for the earliest possible mission date of 11 August. In any case, there is another pilot (T-12) currently employed in Greece who is already proficient and will probably be available in August if needed.

3. In an effort to explore all possible means of effecting a maritime exfiltration as an alternative to the air exfiltration, it was determined by AMD that the present Agency maritime assets did not possess the capabilities required in order to successfully carry out the mission. It was further stated that even given the technical capability, it was not considered possible to mount a successful maritime operation staged from Germany because of the Soviet security counter-measures and the factor of available darkness.

4. It was determined that the ZIPPER boat in Germany could not be utilized without dealing directly with the British Service. This would mean that besides German Intelligence being fully informed of the operation, not only would British Intelligence also be informed, but it could probably be relied on to exert at least some degree of control over the operation as well. Steps have been taken to attempt to determine the level of security of British Baltic operations and the extent to which they may be under Soviet control.

5. It has been determined that a Hydrofoil exists in Germany which could probably be purchased immediately; however, as presently outfitted, it falls far short of the desired range and payload capabilities. Steps have been taken to determine whether this Hydrofoil is capable of modification to the extent required in order to execute the operation staging from Gottland.

4. Since the 886 lbs. is 66 lbs over the permissible load for planing, total weight may be reduced 66 lbs. by removal of cabin and other superfluous structures or by rendezvousing on return trip to refuel. In the latter case if the out RF point were used, making the fuel required for return sufficient for only 80 miles, no extra fuel need be carried at any time since fuel cap of main tank, 60 gal. is equivalent to a range of 185 miles, 160 miles being the range required between RF points.

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ANDON Hydrofoil

1. Known data

- a. Maximum distance 120 miles each way - total 240 miles.
- b. Cruising speed - 28 knots per hour.
- c. Fuel consumption at cruising speed - 9 gal. (U. S. per hour.)
- d. Present fuel tank capacity - 60 gal. (370 lbs.)
- e. Total weight on board during test, over which craft would NOT plane - 820 lbs.

150 lbs. 3 persons on board

370 lbs. 60 gal fuel

820 lbs. Total

2. Determine

- a. Total time on passage at cruising speed - 8.6 hours
- b. Present range at cruising speed - 185 miles (6.6 hours)
- c. Additional fuel needed to extend range to 240 miles, plus safety factor of 20% of return trip dist. 29 gal (178 lbs.)
- d. Total weight on board, outward trip

300 lbs. 2 persons aboard

370 lbs. fuel tank

50 lbs. rubber boat

178 lbs. extra fuel (29 gal.)

898 lbs. Total

Since 898 lbs. is 78 lbs. above permissible load for planing, determine distance from departure at which 78 lbs (12.6 gal) of fuel will be consumed and at which 78 lbs (12.6 gal) could be placed aboard by another craft. 40 miles

e. Total weight on board, homeward trip.

600 lbs. 4 persons aboard
286 lbs. 46.4 gal (incl. 20% safety factor, 120 miles)
886 lbs. Total

3. Weight data, departure to RF (refueling point) to target and return.

Depart Born

300 lbs. 2 persons aboard
370 lbs. fuel tank (60 gal)
50 lbs. rubber boat
75 lbs. extra fuel (12.2 gal)
795 lbs. Total

Arrive RF point - after consuming 80 lbs. - 13 gal fuel (40 miles)

300 lbs. 2 persons aboard
290 lbs. fuel tank (47 gal)
50 lbs. rubber boat
75 lbs. extra fuel (12.2 gal)
715 lbs. Total

Depart RF point after taking 80 lbs. - 13 gals. fuel

300 lbs. 2 persons aboard
370 lbs. fuel tank (60 gal)
50 lbs. rubber boat
75 lbs. extra fuel (12.2 gal)
795 lbs. Total

Arrive target after consuming 159 lbs. 26 gal. (80 miles)

300 lbs. 2 persons aboard
211 lbs. fuel tank (34 gal)
50 lbs. rubber boat
75 lbs. extra fuel (12.2 gal)
636 lbs. Total

Depart target with fuel for 120 miles incl 20% safety factor

600 lbs. 4 persons aboard
211 lbs. fuel tank (34 gal)
75 lbs. extra fuel (12.2 gal)
886 lbs. Total

511
211
75
886